

## SECTION 5

### CHANGES SINCE PUBLICATION OF THE DRAFT PEIR AND STAFF-INITIATED TEXT CHANGES

#### Introduction

Minor revisions to the Program Environmental Impact Report (PEIR) have been made during the public review process for the 2004 Regional Transportation Plan (RTP). These revisions include corrections, revisions to mitigation measures, and other text changes. In general, these changes provide clarification and amplification of analysis presented in the Draft RTP and Draft RTP PEIR and provide additional mitigation.

Minor technical changes/refinements have been made to the 2004 RTP, including minor refinements to growth distribution and modeling. These changes/refinements are negligible and do not affect the PEIR regional analysis and/or conclusions in any substantive way.

Listed below are proposed revisions to mitigation measures, followed by the remaining proposed text changes. Proposed new text is indicated by underline. Proposed text to be deleted is indicated by ~~strikethrough~~. Descriptions of text changes are (in parentheses).

#### Proposed Changes to Mitigation Measures<sup>1</sup>

##### Page 3.1-14:

**MM 3.1-1g:** SCAG shall encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.

**MM 3.1-1h:** SCAG shall encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.

**MM 3.1-1i:** SCAG shall encourage implementation agencies to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures.

##### Page 3.1-15:

**MM 3.1-2g:** SCAG shall encourage member jurisdictions to work as partners to address regional outdoor recreation needs and to acquire the necessary funding for the implementation of their plans and programs.

**MM 3.1-2h:** SCAG shall encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG

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<sup>1</sup> Changes apply to all occurrences of the revised mitigation measures, including the PEIR text, the Executive Summary, and the MMRP.

shall encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas.

**MM 3.1-2i:** To provide more opportunities for access to open space close to the urban core, SCAG shall encourage that multiple use of spaces be allowed as feasible and practical and encourage redevelopment activities to focus some investment on recreation uses.

**Page 3.1-16:**

**MM 3.1-3c:** SCAG shall work with its member cities and counties to help ensure that transportation projects and growth are consistent with the RTP and general plans.

**Page 3.3-23:**

**MM 3.3-1a:** Beyond the currently financially and institutionally feasible measures included in the 2004 RTP, SCAG shall identify pursue further reduction in VMT ~~could be obtained~~ through additional car-sharing programs, additional vanpools, additional bicycle programs, and implementation of a universal employee transit pass program.

**MM 3.3-1b:** SCAG shall encourage education about and implementation of California's Parking Cash Out law as a means of further reducing VMT.

**Page 3.3-25:**

**MM 3.3-3a:** SCAG shall encourage the region's ports ~~should to extend their operating operation~~ hours in order to reduce heavy-duty truck traffic during peak periods, thereby reducing the VHT these trucks spend in delay.

**Page 3.4-35, Paragraph 11:**

**MM 3.4-3h:** Traffic speeds on all unpaved construction surfaces shall not exceed ~~25~~ 15 mph.

**Page 3.4-36:**

**MM 3.4-3k:** To the extent possible, construction activity shall utilize electricity from the power poles-grid rather than temporary diesel power generators and/or gasoline power generators.

**MM 3.4-3m:** Encourage the incorporation of specific incentives into the contract bidding process to promote the use of clean fuel or low-emission construction equipment.

**MM 3.4-3n:** Require the use of Diesel Particulate Traps, where feasible and appropriate.

**MM 3.4-3o:** Require restrictions on truck and construction equipment idling for equipment of all fuel types.

**MM 3.4-3p:** Encourage the restriction of operations to alternative fuel vehicles, where feasible and appropriate.

**MM 3.4-3q:** Incentivize ride sharing and mass transit among construction workers to the extent possible.

**MM 3.4-3r:** Water any exposed surfaces at least twice daily to maintain surface crust, where appropriate.

**Page 3.5-15, Paragraph 2:**

**MM 3.5-1b:** In residential areas, p Project implementing agencies shall limit the hours of construction to between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on weekends.

**Page 3.5-26, Paragraph 5:**

**MM 3.5-2j:** Passenger stations, maintenance facilities, decentralized maintenance facilities and electric substations should be located away from sensitive receptors, unless this mitigation would impede implementation of architecturally acceptable Transit Oriented Development (TOD) and appropriate infill development.

**Page 3.5-28, Paragraph 5: Mitigation Measures**

Mitigation measures intended to reduce the noise impacts on sensitive receptors are part of the 2004 RTP. These include: site design, buffers, soundwalls, etc. Further reduction in noise impacts would be obtained through the implementation of the measures described in **MM 3.5-2a through MM 3.5-2j** and the following measure:-

**MM 3.5-4a:** SCAG shall encourage airport sponsors to implement voluntary curfews, changes in aircraft operations, adjacent land use compatibility, and physical noise buffers for aircraft and vehicles, where appropriate and feasible, to minimize noise impacts of aviation activities.

**Page 3.7-23, Paragraphs 3-4:**

**MM 3.7-1.b:** When avoidance of native vegetation removal is not possible, each transportation project shall replant disturbed areas with commensurate native vegetation of high habitat value adjacent to the project (i.e. as opposed to ornamental vegetation with relatively less habitat value), as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

**MM 3.7-1c:** Individual transportation projects shall include offsite habitat enhancement or restoration to compensate for unavoidable habitat losses from the project site as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

**Page 3.7-25, Paragraph 2:**

**MM 3.7-2b:** Each transportation project, including expansion and retrofitting of existing transportation structures, shall provide or rehabilitate wildlife crossings/access at locations useful and appropriate for the species of concern, as feasible and appropriate.

**Page 3.7-25, Paragraph 3:**

**MM 3.7-2c:** Individual transportation projects shall include analysis of wildlife corridors during project planning. These studies shall be conducted by qualified biologists with the appropriate expertise, as determined by the lead agency, and they shall be conducted using appropriate methodology over an appropriate time period, especially to account for species with large territories, seasonal variation in movement patterns, and rare or uncommon species. Impacts to these corridors shall be avoided and/or minimized and monitoring of wildlife movement and the success of constructed corridors such as undercrossings should continue for at least one year after construction.

**Page 3.7-30, Paragraph 2:**

**MM 3.7-6d:** When individual projects include unavoidable losses of riparian or aquatic habitat, adjacent or nearby riparian or aquatic habitat shall be enhanced (e.g. through removal of non-native invasive wetland species and replacement with more ecologically valuable native species) as appropriate based on the site conditions and other considerations of the lead agency and appropriate resource agencies.

**Page 3.8-19, Paragraph 4:**

**MM 3.8-1d:** The project implementation agencies shall secure a qualified environmental agency and/or architectural historian, or other such qualified person, as deemed necessary, to document any significant historical resource(s), by way of historic narrative, photographs, or architectural drawings, ~~as mitigation for the effects of demolition of a resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.~~

**Page 3.10-8:**

**MM 3.10-1c:** SCAG shall encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.

**Page 3.10-9:**

**MM 3.10-3d:** SCAG shall encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.

**Page 3.13-12:**

**MM 3.13-2b:** The implementation agency shall work with the local jurisdiction(s) where the project is being built to ensure compliance with public utility codes and regulations.

**Page 3.13-18:**

**MM 3.13-8b:** The implementation agency shall work with the local jurisdiction(s) where the project is being built to ensure compliance with public utility codes and regulations.

**Other Proposed Changes to Text in the Draft PEIR:**

**Page ES-8, Last paragraph: Known Areas of Controversy**

Areas of known controversy about the 2004 RTP include concerns raised about growth projections, implementation of urban form strategies and mitigation measures, water supply reliability, aviation elements, the transportation funding strategy, Maglev, and the potential alignments for capacity enhancement projects for travel and goods movement projects.

**Page 2-2, Table 2.1-1** (Changes have been made in many cells and strikeout and underline are not used to indicate changes):

<b>Table 2.1-1: 2004 RTP Population, Households, and Employment in 2030 (in thousands)</b>						
Subregion	No Project Forecast			Preferred Plan Forecast		
	Population	Households	Employment	Population	Households	Employment
Arroyo Verdugo Cities	399	149	264	398	151	271
City of Los Angeles	4,425	1,649	2,213	4,413	1,663	2,265
Coachella Valley Council of Governments	730	253	248	730	268	270
Gateway Cities Council of Governments	2,392	674	996	2,415	686	1,009
Imperial Valley Association of Governments	270	84	110	270	84	111
Las Virgenes Malibu Council of Governments	128	46	58	126	46	58
North Los Angeles County	1,205	368	263	1,179	362	286
Orange County Council of Governments	3,553	1,098	1,922	3,553	1,098	1,922
San Bernardino Associated Governments	2,713	842	1,071	2,713	898	1,179
San Gabriel Valley Council of Governments	2,434	731	941	2,431	738	951
South Bay Cities Council of Governments	1,000	341	525	1,011	349	525
Ventura County	984	325	454	990	332	465
Western Riverside Council of Governments	2,413	795	805	2,413	860	919
Westside Cities	245	121	290	249	125	295
SCAG Region	<b>22,891</b>	<b>7,476</b>	<b>10,158</b>	<b>22,891</b>	<b>7,660</b>	<b>10,527</b>

Source: Southern California Association of Governments. (2004, March). *Draft 2004 regional transportation plan*. Los Angeles, CA: Author.

**Page 2-9, Table 2.1-6** (Footnote added):

<b>Table 2.1-6: 2002 and the 2030 Preferred Aviation Plan Air Passengers</b>											
	BUR	JWA	LAX	LGB	MAR	ONT	PSP	PMD	SBD	SCI	TOTAL
Existing Conditions (2002)	4.6	7.9	56.2	1.4	0	6.5	1.1	0	0	0	77.8
<b>Regional Aviation Plan (2030)</b>	<b>10.7*</b>	<b>10.8</b>	<b>78.0</b>	<b>3.8</b>	<b>8.0*</b>	<b>30.0</b>	<b>3.2</b>	<b>12.8</b>	<b>8.7</b>	<b>4.0</b>	<b>170.0</b>

BUR=Bob Hope, JWA=John Wayne, LAX=Los Angeles International, LGB=Long Beach, MAR=March Inland Port, ONT=Ontario, PSP=Palm Springs, PMD=Palmdale, SBD=San Bernardino, SCI=Southern California Logistics

\* Forecasts for the Bob Hope Airport assume higher passenger activity within the physical constraints of the airport than what is assumed by the airport staff

\*The March Joint Powers Authority's focus is on 1) increased military activity and 2) air cargo. SCAG projections assume commercial air passenger service not yet contemplated by the March Joint Powers Commission. SCAG has a long standing policy to give priority to military and national defense needs.

**Page 3.1-4, Last paragraph: Institutional**

(The Los Alamitos Joint Forces Training Base is added to the list of active duty military facilities in the SCAG region.)

**Page 3.1-17, Paragraph 1: Cumulative Impact 3.1-4**

The construction and operation of the transportation projects in the 2004 RTP would affect a number of land uses. Table 3.1-2 shows the estimated acreage of different land use categories that occur within 150 feet of either side of the reasonably foreseeable transportation alignments included in either the Plan or the No Project Alternative. The land uses affected by the No Project Alternative will be discussed in the Comparison with the No Project section of this chapter.

In addition to these direct impacts on land use, the urban footprint of new development supported by Cumulatively, the 2004 RTP is expected to consume 500,000 – 700,000 acres of vacant, undeveloped land by 2030.

**Page 3.1-17, Table 3.1-2:**

(Table 3.1-2 has been moved to Page 3.1-18 under the heading “Comparison with the No Project Alternative.” )

**Page 3.1-18, Paragraph 6: Comparison with the No Project Alternative**

The construction and operation of the transportation projects in the 2004 RTP would affect a number of land uses. Table 3.1-2 shows the estimated acreage of different land use categories that occur within 150 feet of either side of the reasonably foreseeable transportation alignments included in either the Plan or the No Project Alternative.

**Page 3.2-11, Table 3.2-13 (Changes have been made in many cells and strikeout and underline are not used to indicate changes):**

Table 3.2-13: Population, Households, and Employment (in thousands) in the SCAG Region, by Subregion, Year 2000 and 2030 Plan and No Project									
Subregion	2000 Population	2030 Plan Population	2030 No Project Population	2000 Households	2030 Plan Households	2030 No Project Households	2000 Employment	2030 Plan Employment	2030 No Project Employment
Arroyo Verdugo Cities	335	398	399	128	151	149	202	271	264
City of Los Angeles	3,789	4,413	4,425	1,296	1,663	1,649	1,814	2,265	2,213
Coachella Valley Council of Governments	354	730	730	123	268	253	138	270	248
Gateway Cities Council of Governments	1,984	2,415	2,392	569	686	674	806	1,009	996
Imperial Valley Association of Governments	147	270	270	40	84	84	55	111	110
Las Virgenes Malibu Council of Governments	84	126	128	30	46	46	45	58	58
North Los Angeles County	512	1,179	1,205	161	362	368	179	286	263
Orange County Council of Governments	2,867	3,553	3,553	940	1,098	1,098	1,515	1,922	1,922
San Bernardino Associated Governments	1,718	2,713	2,713	531	898	842	595	1,179	1,071
San Gabriel Valley Council of Governments	1,814	2,431	2,434	545	738	731	755	951	941
South Bay Cities Council of Governments	842	1,011	1,000	297	349	341	416	525	525
Ventura County	758	990	984	245	332	325	337	465	454
Western Riverside Council of Governments	1,205	2,413	2,413	386	860	795	388	919	805
Westside Cities	220	249	245	112	125	121	236	295	290
SCAG Region	16,630	22,891	22,891	5,401	7,660	7,476	7,482	10,527	10,158

Source: Southern California Association of Governments. (2004, March). *Draft 2004 regional transportation plan*. Los Angeles, CA: Author.

**Page 3.3-17, Paragraph 3: John Wayne Airport**

John Wayne Airport (SNA) is located in the western portion of Orange County, directly south of Interstate 405, one mile east of State Route 55, and one mile north of State Route 73, as shown in Figure 3.3-4 in the map section at the end of this document. Major access routes include these freeways and the major surface streets in the surrounding area, including MacArthur Boulevard and ~~Michelson~~ Campus Drive. The majority of the land surrounding the Airport is within the Cities of Newport Beach, Costa Mesa, and Irvine. In addition, the unincorporated community of Santa Ana Heights is located southeast of the Airport.

**Page 3.4-24, Paragraph 1: Methodology**

Vehicle miles traveled (VMT) are predicted by SCAG's Regional Transportation Model ~~the California Department of Transportation (Caltrans) Direct Travel Impact Model4 (DTIM4.02) traffic model.~~

**Chapter 3.4, throughout**

(All references to the "South Coast SIP" in the Air Quality Chapter are amended to "2003 SCAQMP/SIP".)

**Tables 3.4-3, 3.4-4, and 3.4-5**

(These tables are revised to indicate that they depict emissions from on-road mobile sources only.)

**Tables 3.4-3, 3.4-4, 3.4-5, 3.4-6, and 3.4-7**

Source: Southern California Association of Governments; ~~EMFAC2002, DTIM 4.02~~  
BURDEN+EMFAC2002 v2.2 (Feb 2004).

**Table 3.4-13**

Source: Draft emission budgets provided to SCAG by ARB on November 7, 2003.

**Table 3.4-14**

Source: Draft emission budgets provided to SCAG by ARB on November 7, 2003.

**Table 3.4-15**

Source: Based on build/no-build analysis.

**Table 3.4-16**

Source: Based on the 2003 SCAQMP/SIP.

**Table 3.4-17**

Source: Based on build/no-build analysis.

**Table 3.4-18**

Source: Based on build/no-build analysis

**Page 3.4-30, Paragraph 2: Toxic Air Contaminant (TAC) Emissions**

Table 3.4-7 summarizes PM10 emissions from heavy trucks. Heavy-duty truck PM10 exhaust emissions include most of the diesel-related TAC emissions. As shown in the table, PM10 emissions from heavy-duty trucks would be expected to decrease from 2000 levels for each nonattainment area. Table 3.4-7 also shows the PM10 emissions exclusively from heavy-duty vehicle exhaust. The emissions projections do not include ~~newly~~ recently proposed measures, such as diesel particulate traps, which would be expected to further reduce diesel particulate emissions. This comparison gives a good indication of trends in TAC emissions from the transportation network. As a result of the anticipated decline in TAC emissions, the 2004 RTP would potentially have a beneficial impact with respect to regional TAC emissions.

**Page 3.4-43, Paragraph 7: Criteria Emissions**

~~Emission inventories of VOC, NOX, CO, SOX and PM10 for each of the airports and for each of the scenarios under consideration are included in the Aviation Appendix.~~ Table 3.4-19 summarizes the results of the model. The emissions listed would occur almost entirely within the South Coast Air Basin.

**Table 3.7-2:**

(The title of the table is corrected as follows):

Table 3.7-2: Characteristics of Major Coastal ~~Rivers~~ Watersheds

(The source for the table is corrected as follows):

Information Center for the Environment. (2001). ~~<http://endeavor.des.ucdavis.edu>~~.  
[www.ice.ucdavis.edu/newcara/](http://www.ice.ucdavis.edu/newcara/). Accessed May 2003.

**Page 3.7-16, Table 3.7-6: Natural Communities Conservation Plans**

(Table 3.7-6 is modified to reflect the Palos Verdes Peninsula Subregional Plan Planning Area to cover 7,872 acres.)

**Page 3.7-14, Paragraph 1: Coastal Marine Resources**

The coastal waters of Southern California are extremely rich in fisheries and other marine resources. Not only is the ecosystem diverse, with 144 families and over 500 species of fishes reported, but it is also very productive. Fish families prominent in the SCAG coastal waters include 23 species of viviparous surfperches (Embiotocidae), ~~more than 60 species of sea basses (Sebastes)~~ various rockfishes (Scorpaenidae), about 60 species of sculpin (Cottidae), over 20 species of flounder (Pleuronectidae), five species of salmon (Salmonidae), ~~and various rockfishes (Scorpaenidae)~~ and other small bottom fishes (Stichaeidae, Blenniidae, Clinidae).

**Page 3.8-24, Paragraph 4: Mitigation Measures**

The cumulative impacts to cultural resources, due to the forecast urban development associated with the 2004 RTP would be mitigated using the same measures detailed for impacts ~~3.7-4 through 3.7-8~~ 3.8-1 through 3.8-4 in addition to the following measure.

**Page 3.12-3, Paragraph 1: Groundwater**

Recent efforts to store recycled water and surplus water in groundwater basins for use during drought periods have proven successful. The Metropolitan Water District of Southern California (MWD) has entered into 22 agreements with various water agencies for groundwater storage recovery, resulting in more than 80,000 af of added supply per year. A number of agencies within



the region are also active in the recharge of surface water, including the Orange County Water District, Los Angeles County Department of Water and Power, Foothill Municipal Water District, San Bernardino County Water and Flood Control District, Coachella Valley Water District, the Water Replenishment District of Southern California, the San Gabriel Valley Municipal Water District, and the Calleguas Municipal Water District.

**Page 3.12-5, Paragraph 2: State Water Project**

The State Water Project (SWP) supplies water to Southern California via the California Aqueduct, with delivery points in Los Angeles, San Bernardino, and Riverside counties. SWP has historically provided 25 to 50 percent of MWD's water.<sup>2</sup> Southern California MWD's maximum SWP contractual entitlement is about 2.0 maf per year, ~~and the reliable yield is much less.~~ Other SWP water contractors in the SCAG region have a total entitlement of 0.5 maf per year, bringing the region's SWP contractual entitlement to 2.5 maf per year. The reliable yield fluctuates during wet and dry years, and is typically less than the maximum entitlement.

**Page 3.12-8, Paragraph 4: CALFED**

"Since 1995 State and Federal agencies with regulatory or management responsibility in the Bay-Delta have been working together as CALFED to develop a long-term comprehensive plan that will improve water management of the Bay-Delta system and better meet competing goals. The Draft Environmental Impact Report for management alternatives of the Bay-Delta was completed in 1999, and the CALFED program was approved in 2000. Thus, the CALFED program is in the early stages of implementation."

**Page 3.12-8, Paragraph 5: Wastewater Treatment Facilities**

Much of the urbanized areas of Los Angeles and Orange Counties are serviced by three large publicly owned treatment works (POTWs): the City of Los Angeles Bureau of Sanitation Hyperion Treatment Plant Facility, the Joint Water Pollution Control Plant Outfall System of the Los Angeles County Sanitation Districts, and the Orange County Sanitation District treatment plant. These three facilities handle more than 70 percent of the wastewater generated in the entire SCAG region, serving a population of approximately 12 million people.

**Page 3.12-11, Paragraph 3: ~~Water Reclamation and Recycling~~**

~~Water reclamation and recycling involves the treatment of polluted groundwater and wastewater effluent for reuse. New Beneficial purposes include landscape irrigation, surface water amenities in public parks and places, industrial process water, and groundwater recharge. The use of recycled water and recovered groundwater for these various purposes augments the region's water supplies and reduces the demand for imported water imports.~~

**Page 3.12-23, Paragraph 4 through page 3.12-24, Paragraph 1: Impact 3.12-1**

The inclusion of runoff control measures in the design of future roadway projects will ~~improve water quality and eliminate~~ reduce further impairments of the local receiving waters.

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<sup>2</sup> Metropolitan Water District. (2003). Appendix C: California aqueduct deliveries. In Report on Metropolitan's Water Supplies. Los Angeles, CA.

**Page 4.1, Table 4-1: Characteristics of the 2004 RTP Alternatives** (Changes have been made in many cells and strikeout and underline are not used to indicate changes):

<b>Table 4-1: Characteristics of the 2004 RTP Alternatives</b>					
	<b>No Project</b>	<b>Plan</b>	<b>2001 Modified</b>	<b>PILUT 1 (Infill)</b>	<b>PILUT 2 (5th Ring)</b>
Total Population in 2030 (in thousands)	22,891	22,891	22,891	22,891	22,891
Total Households in 2030 (in thousands)	7,476	7,660	7,660	7,476	7,660
Total Employment in 2030 (in thousands)	10,158	10,527	10,536	10,168	10,536
Transportation Network	Baseline*	Plan	Plan	PILUT 1	PILUT 2
Aviation Scenario	Constrained	Preferred	Preferred	Constrained	Preferred
Land-Use-Transportation Measures	None beyond existing	In-fill and TOD** where feasible	None beyond existing	Aggressive infill and TOD in the existing urban centers	Aggressive infill and TOD, focusing on the outlying areas of the region
* Baseline refers to all in-place regionally significant projects and on going travel demand programs, in addition to those projects included in the 2002 RTIP with NEPA clearance as of December 2002.					
** Transit-Oriented Development					
Source: Southern California Association of Governments. (2004, March). <i>Draft 2004 regional transportation plan</i> . Los Angeles, CA: Author.					

**Page 7.6-8: Table 7.6**

(The Fullerton City Hall is added to Table 7.6: Sites in the SCAG Region Listed on the National Register of Historic Places.)

**Figure 3.1-2: Open Space and Recreation Lands**

(The map has been modified to show the dedicated open space in Orange County.)

**Figure 3.1-3: City Boundaries**

(The map has been modified to show the city boundaries of the cities of Anaheim, Stanton, and Cypress.)

**Figure 3.3-2: Existing (2000) Highway System**

(The map has been modified to label SR-55 and SR-241.)